

WESTMORELAND ROAD

EXPERIMENTAL SCHEME OPTION REVIEW

LONDON BOROUGH OF SOUTHWARK



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1 INTRODUCTION

1.1 Background

1.1.1 Metis NRP has been commissioned by the London Borough of Southwark (LBS) to produce designs for the Walworth Streets for People – Westmoreland Road area experimental scheme.

1.1.2 The objectives of the experimental scheme are:

- To introduce traffic measures in the Westmoreland Road area to prevent through-traffic movements between Walworth Road and Portland Street/Albany Road
- To create a safer and healthier environment for pedestrians and cyclists

1.1.3 The scheme extents, as shown in Figure 1, cover the area outlined by Westmoreland Road to the north, Albany Road to the south, Camberwell Road to the west and Portland Street to the east.



Figure 1: Scheme extents

1.1.4 The study area includes the ongoing Aylesbury development – the Masterplan of this is shown in Figure 2 .



Figure 2: Aylesbury Illustrative Masterplan, focus on Westmoreland Road study area

1.2 Traffic flows

1.2.1 Automated Traffic Counts (ATC) have been collected from two locations on Westmoreland Road from March to May 2022. The locations of the data collection points are shown in Figure 3



Figure 3: ATC locations

1.2.2 As shown in Figure 4, most of the traffic is composed of cars (72%), followed by light goods vehicles (9%), motorcycles (7-8%) and pedal cycles (7%). Heavy goods vehicles and coaches make up less than 3% of the traffic.



Figure 4: Traffic composition by vehicle class

1.2.3 Figure 5 and Figure 6 show the weekday average and the weekly total traffic for sites 58 and 19.

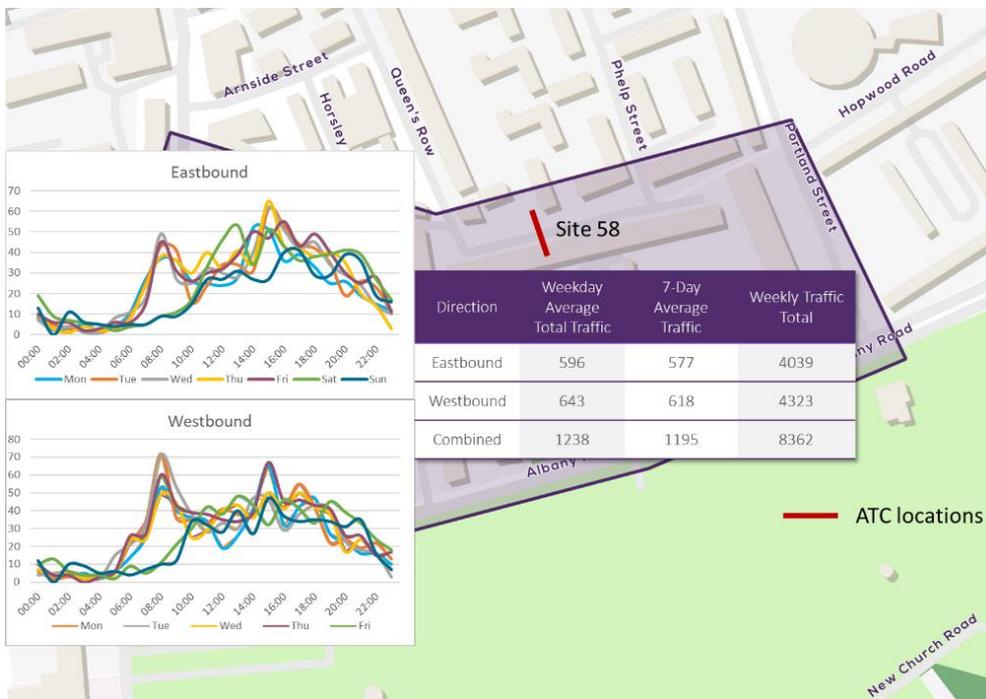


Figure 5: Site 58, traffic flows

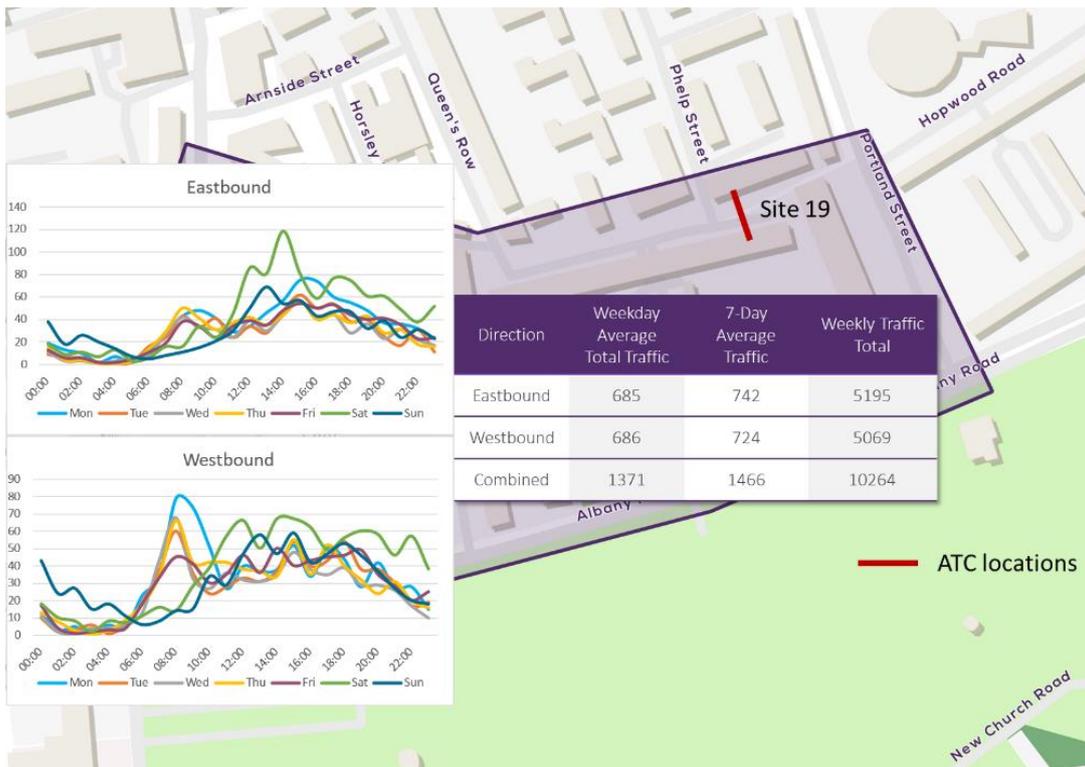


Figure 6: Site 19, traffic flows

2 OPTION ASSESSMENT

2.1 Option description

2.1.1 The options considered in this report include the following:

Option 1 – Experimental modal filters on the Walworth Road side of the study are:

- Two modal filters to the west of the study area on Boyson Road and Westmoreland Road
- Two modal filters to the north of the study area on Horsley Street and Queen’s Row, to complement the existing road closure on Phelp Street
- One road closure on Red Lion Row and a diagonal road closure on Bradenham Close, with access from East-West Street

Option 2 – Experimental modal filters on the Portland Street side of the study area:

- Two road closures to the east of the study area on Westmoreland Road and East-West Street
- Existing road closure to the north, on Phelp Street to remain
- Diagonal road closure on Bradenham Close, with access from Boundary Lane

Option 3 – Experimental modal filters in the middle of the study area

- One road closure to the south of the study area on Bradenham Close
- Existing road closure to the north, on Phelp Street to remain
- One road closure between East-West Street and Boundary Lane and one road closure on Westmoreland Road, east of the junction with Queen’s Row.

2.1.2 Initial sketches of the options are shown in Figure 7, Figure 8 and Figure 9.

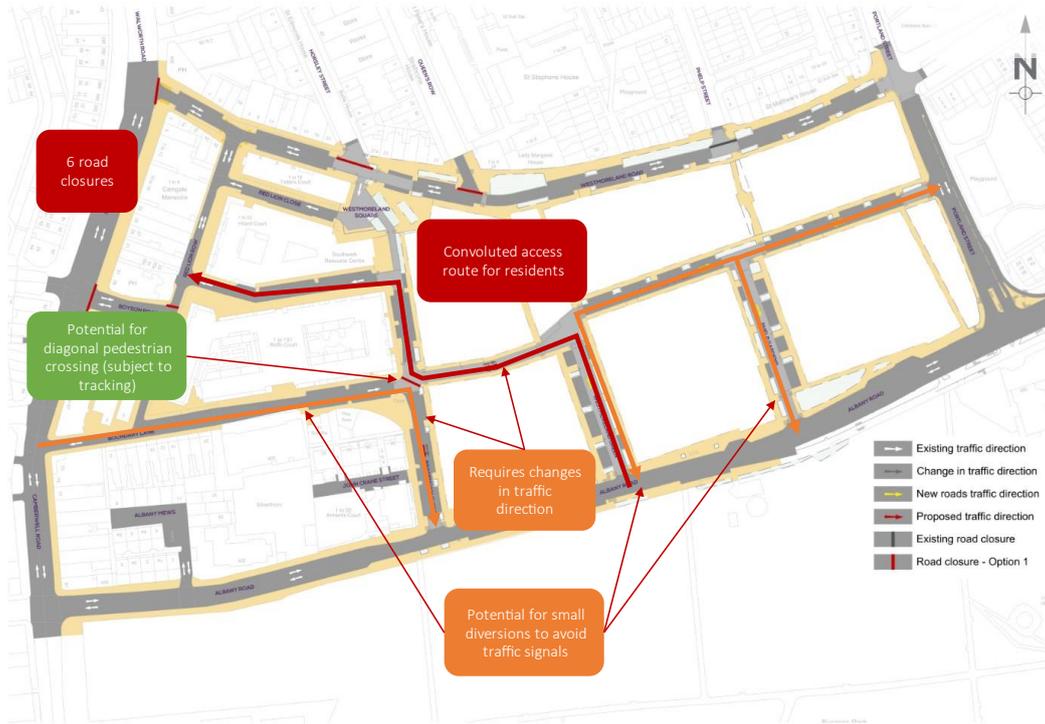


Figure 7: Option 1



Figure 8: Option 2



Figure 9: Option 3

2.1.3 In Table 1 the options have been assessed using RAG scoring system against the following items:

- Number of closures required
- Impact on pedestrians and cyclists
- Impact on residential access
- Effectiveness at closing the route between Portland Street and Camberwell Road
- Remaining rat runs to avoid signals

Table 1 – Assessment of options (RAG analysis)

Option	Number of closures required	Impact on pedestrians and cyclists	Impact on residential access	Effectiveness at closing route between Portland Street and Camberwell Road	Remaining rat runs to avoid signals
Option 1 model filters at Camberwell Road end	6	Green	Red	Green	3
Option 2 modal filters at Portland Street end	3	Green	Red	0	
Option 3 modal filters in middle of Westmoreland Road / East-West Street	3	Green	Orange	Green	2

3 PREFERRED OPTION

3.1 Proposed option

- 3.1.1 Following review and in agreement with LBS officers, Option 3 has been selected as the preferred option. One of the main reasons for this is the impact on residential access. Having road closures at either the Walworth Road end (Option 1) or the Portland Street end (Option 2), would require large detours for residents living close to these roads. Having the road closures in the middle of the study areas, maintains a more equal access for all residents. Option 3 would also complement the areas of public realm proposed as part of the Aylesbury development best.
- 3.1.2 The preferred option has been developed further with an additional modal filter on Westmoreland Green to reduce traffic on the green link on Westmoreland Green towards the Westmoreland Park area. An additional modal filter has also been included on East-West Street to create a completely traffic free section where there is no residential access or parking required. An image of the revised preferred option is included in , with full design drawings included in Appendix A.
- 3.1.3 The modal filters will be implemented in the following locations:
- Westmoreland Road, east of the junction with Queen’s Row – footway buildouts proposed on either side of the road to create a road narrowing with camera enforcement banning all motor vehicles. This is designed to allow easy access between Portland Street and Walworth Road for emergency services.
 - Section of East-West Street, between Bradenham Close and Westmoreland Park – experimental modal filter with bollards spaced 1.5 m, to allow for pedestrian and cycle access.
 - Bottom end of Bradenham Close – experimental modal filter with bollards spaced 1.5 m, to allow for pedestrian and cycle access.
 - Bottom end of Westmoreland Green – experimental modal filter with bollards spaced 1.5 m, to allow for pedestrian and cycle access.



Figure 10: Preferred option

4 SUMMARY

4.1 Option summary

4.1.1 In summary, three options have been developed and analysed to reduce through-traffic in the Westmoreland Road study area:

- Option 1 – Modal filters at western eand of the study area
- Option 2 – Modal filters at the eastern end of the study area
- Option 3 – Modal filters in the middle of the study area

4.2 Recommendations

4.2.1 Following the review and discussions with LBS officers, Option 3 has been chosen as the preferred option due to this option maintaining a more equal access for all residents, and the potential for the scheme to complement the areas of public realm proposed as part of the Aylesbury development.

4.2.2 This option has been developed further to reduce traffic on the green link on Westmoreland Green towards the Westmoreland Park area, removing this rat run, and to remove traffic completely from a section of East-West Street. Final design drawings included in the Appendix of this report.

4.2.3 It is recommended to progress with Option 3 and to discuss the proposals with stakeholders including the emergency services and residents beofre the designs are finalise and the advanced warning signage is designed.

4.2.4 The preferred option suggests installing camera detection in only one location, by Westmoreland Road. It is recommended to monitor the preferred experimental option to check whether additional camera locations of modal filters are required, for example, to deter motorcyclists from trespassing through the bollards or to close the final remaining rat run via Phelp Gardens and East-West Street to avoid the signals on Portland Street. Previous similar experimental schemes in the borough have used planters. However, these pose an ongoing maintenance issue and cost, and after a while start to look unsightly. As a result, for this scheme it is proposed to use bollards and temporary kerbs, reducing the need for ongoing maintenance.

APPENDIX A: PREFERRED OPTION DESIGN



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